



Bridge Checklist - 13
Passage Planning Appraisal

(This checklist is to be completed everytime a passage is being planned)

Date : 07 Nov 07

Time : 0510

Voyage No.: 130

From : DAVLOND

To: Long Beach Pusan

Has the following been done when preparing the passage plan?

Yes No N/A

- 1) Selected largest scale appropriate chart for the passage.
- 2) Checked that all charts to be used have been corrected up to date.
- 3) Checked and ensured that all applicable T&P corrections are done on chart?
- 4) Checked that all radio navigation warnings affecting the area have been received.
- 5) Checked that sailing directions and relevant lists of lights have been corrected and up to date.
- 6) Estimated the draft of the ship during the various stages of the passage.
- 7) Studied sailing directions for advice and recommendation on route to be taken.
- 8) Consulted current atlas to obtain direction and rate of set.
- 9) Consulted tide tables and tidal atlas to obtain times, heights direction and rate of set.
- 10) Studied climatological information for weather typical of that area.
- 11) Studied charted navigational aids and coastline characteristic for landfall and position monitoring purposes.
- 12) Checked the requirements of traffic seperation and routing schemes.
- 13) Considered volume and flow of traffic likely to be encountered
- 14) Assessed the coverage of radio-aids to navigation in the area and the degree of accuracy of each.
- 15) Studied the manoeuvring characteristics of the ship to decide upon safe speed and, where appropriate, allowance for turning circle at course alteration points.
- 16) Made a careful study of the area at the Pilot boarding point for pre-planning intended manoeuvres.
- 17) Where, appropriate, studied all available port information data.
- 18) Checked any additional items which may be required by the type of ship, the particular locality, or the passage to be undertaken.
- 19) Parallel index points have been included in the plan & marked on charts
- 20) Primary and Secondary position plotting methods and position fixing intervals are included in the plan.
- 21) Abort positions for critical manoeuvres have been clearly marked on charts and included in the passage plan.

Name of Duty Officer: SAUN BIA

Signature: [Signature]

Master: [Signature]



FLEET MANAGEMENT LIMITED

Bridge Checklist - 4 Master / Pilot Information Exchange

Port : OAKLAND

ARRIVAL

(This checklist is to be filled after the pilot embarks)

Date : 6-NOV-07

Time : 1435

N/A

- 1) Has a completed pilot card been handed over to the pilot? Yes No N/A
- 2) Is the pilot aware of the location of life saving appliance for his use? Yes No N/A
- 3) Have the proposed passage plan, weather conditions, berthing arrangements, use of tugs etc been explained by the pilot and agreed with the master? Yes No N/A
- 4) Is the progress of the ship and the execution of orders being monitored by the master and officer of the watch? Yes No N/A
- 5) Whether the pilot incharge, who will "CON" the vessel identified, and are the navigating officers aware of same? Yes No N/A

Name of Duty Officer: Wendy Worsley

Signature : [Signature] 3/0

Master : [Signature]

DEPARTURE

(This checklist is to be filled after the pilot embarks)

Date : 7-NOV-07

Time : 0630

N/A

- 1) Has a completed pilot card been handed over to the pilot? Yes No N/A
- 2) Is the pilot aware of the location of life saving appliance for his use? Yes No N/A
- 3) Have the proposed passage plan, weather conditions, berthing arrangements, use of tugs etc been explained by the pilot and agreed with the master? Yes No N/A
- 4) Is the progress of the ship and the execution of orders being monitored by the master and officer of the watch? Yes No N/A
- 5) Whether the pilot incharge, who will "CON" the vessel identified, and are the navigating officers aware of same? Yes No N/A

Name of Duty Officer: Wendy Worsley

Signature : [Signature] 3/0

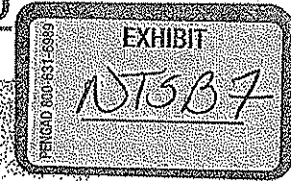
Master : [Signature]



3/0



FLEET MANAGEMENT LIMITED



Bridge Checklist - 2 Preparation for Sea

(This checklist is to be completed in Port before the vessel's departure)

Port : OAKLAND

Date : 7-NOV-2007

Time : 0600

2
3
4
5
6
7
8
9
10
11
12

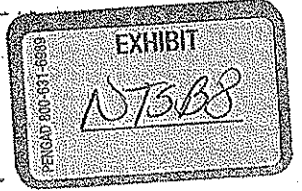
	Yes	No	N/A
1) Has a passage plan for the intended voyage been prepared?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Has the Passage Plan been signed by Master & all Navigating Officers?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Are charts and nautical publications for the intended voyage corrected to date and courses laid off?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Has the following equipment been checked and found ready for use?			
a) anchors, including clearing away	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) ancillary bridge equipment(e.g.binoculars)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) bridge movement book	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) course recorder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) engine movement recorder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) deck power	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) echo sounder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) gps and or other electronic navigational aids	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) gyro compass and repeaters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) magnetic compass and repeaters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) pilot embarkation / disembarkation arrangements	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) radars and associated plotting aids	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) speed / distance recorder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o) AIS settings checked & adjusted, as required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Have the following equipment been tested and found ready for use?			
a) bridge and engine room telegraphs including revolution indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) communication facilities - internal, external and portable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) navigation lights/shapes, including emergency navigation lights lights and shapes for "Not Under command" and "At anchor"	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) ship's whistle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) signalling lamps	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) steering gear, including manual, auto-pilot and emergency changeover arrangements and rudder indicators	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) window wipers/clearview screens	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Have the ship's clocks been synchronised?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) Is the crew at stations for leaving harbour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Name of Duty Officer: W. Smith 11/11/2011

Signature : [Signature]

ATTACHMENT #3A

Copy of Original
Passage Plan - Oakland to Faxon, Pilot to Pilot
Waypoint for Windows * 3



#3B

OAKLAND (+08) To PUSAN (-09)							
PILOT - PILOT / GPS ROUTE # 51 VIA UNMAK PASS							
Waypoint Position	Course	Track	Distance			Projected	
			To Next Wayp	Bear	To Go	Speed	ETA
00 27-45.0 N 122-48.2 W Dep Oakland Pt. Sta (695)	303.3°	RL	27.3	0.0	4952.1	24.0 kt	07 16:00 Z
01 38-00.0 N 123-09.0 W Pt. Reyes (699)	311.8°	RL	421.6	27.3	4530.5	24.0 kt	07 17:08 Z
02 42-41.0 N 130-00.0 W 130W (693)	304.1°	RL	523.0	448.9	4509.2	24.0 kt	08 10:42 Z
03 47-45.5 N 140-00.0 W 140W (694)	298.7°	RL	444.3	572.8	3985.3	24.0 kt	09 08:32 Z
04 51-23.0 N 150-00.0 W 150W (695)	290.5°	RL	391.4	1417.1	3541.0	24.0 kt	10 03:02 Z
05 53-42.7 N 160-00.0 W 160W (696)	285.0°	RL	88.4	1808.5	3149.6	24.0 kt	10 19:21 Z
06 54-07.0 N 162-24.0 W Unimak Extension (672)	278.5°	RL	121.3	1896.9	3051.2	24.0 kt	10 23:02 Z
07 54-25.0 N 165-45.0 W North Head (697)	275.9°	RL	146.7	2018.2	2939.9	24.0 kt	11 04:05 Z
08 54-40.0 N 170-00.0 W Unimak 170W (698)	270.0°	RL	347.0	2164.9	2791.2	24.0 kt	11 10:12 Z
09 54-40.0 N 180-00.0 W Unimak 180W (699)	259.5°	RL	358.3	2511.9	2446.3	24.0 kt	12 09:39 Z
10 55-25.0 N 170-00.0 E NW Ann R. (700)	244.3°	RL	495.3	2870.2	2087.9	24.0 kt	12 15:35 Z
11 59-00.0 N 158-00.0 E Unimak 160E (701)	227.3°	RL	442.2	3265.5	1592.6	24.0 kt	13 12:13 Z
12 45-00.0 N 150-00.0 E Oahu Lagoon (712)	235.7°	RL	358.0	3807.7	1150.4	24.0 kt	14 05:39 Z
13 41-38.0 N 143-15.0 E Ehime Sabi (420)	270.0°	RL	106.9	4165.7	792.4	24.0 kt	14 21:34 Z
14 41-38.0 N 140-52.0 E Reefers Sct (479)	235.5°	RL	32.5	4277.6	625.5	24.0 kt	15 02:01 Z
15 41-19.5 N 140-16.5 E Tappi Sct (478)	234.4°	RL	648.8	4305.1	653.0	24.0 kt	15 03:22 Z
16 35-01.7 N 129-07.5 E Pusan TSS (696)	270.0°	RL	4.2	4953.9	4.2	24.0 kt	16 05:24 Z
17 35-01.7 N 129-02.4 E Air Pusan Pt Sta (699)				4958.1	0.0		16 05:35 Z

[Summary]
 Total Distance: 4958.1 nm Avg Speed: 24.0 kt
 Projected: 84 14h 25m
 DEP: 7 Nov 2007, 0800 LT
 ETA: 16 Nov 2007, 1535 LT

[Route]
 Created by: Zhen SEIDNIAO, PU
 Approved by: SUN MAOCCI, Master
 Modified by: _____

COSCO PUSAN "VRD16"
 Ver: 01NW

File: oak-51-0707
 Rev: 01/16/07/08

#30

OAKLAND (+08) To PUSAN (-09)
Sail Plan Notes

Departure:

Call San Francisco Pilot when passing reporting line (see Chart)

Call San Francisco Traffic when passing reporting line.

Vessel Traffic Service: Call San Francisco Traffic

Offshore Service on VHF CH. 12

- a) When passing Lt. buoy 27
- b) When passing seaward end.
- c) When passing 36 nm off Mt. Tamalpais

Arrival:

Call Pusan Pilot 3 hrs. in advance of ETA on VHF CH. 12.

Call Pusan Port Service on VHF CH 12. When entering and leaving Pusan port limits.

RA Charts - 588 - 591 - 229 - 4801 - 4806 - 4810 - 4813 - 3336 -
1508 - 1501 - 4512 - 4511 - 1803 - 1805 - 1340 - 2283 -
1528 - 2347 - 3656 - 127 - 1055 - 1259

Planning chart - 4808

General charts - 4058 - 4053 - 4509

NP 281 Vol. 1 (2)
NP 286 Vol. 6 (5)
NP 286 Vol. 6 (4)
ASL - Vol. 8

File sub-packets
Vessel Traffic Service

COSCO BUSAN "YRDN"
Voy #15W

#30

OAKLAND (+08) To FUSAN (-09)
Sail Plan Charts

BA Charts - 528 - 591 - 229 - 4501 - 4505 - 4510 - 4513 - 3336 -
1506 - 1503 - 4512 - 4511 - 1805 - 1800 - 1340 - 2293 -
1329 - 2547 - 3666 - 127 - 1065 - 1259

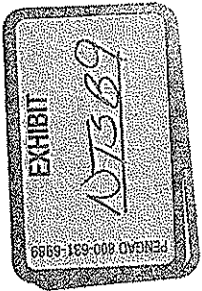
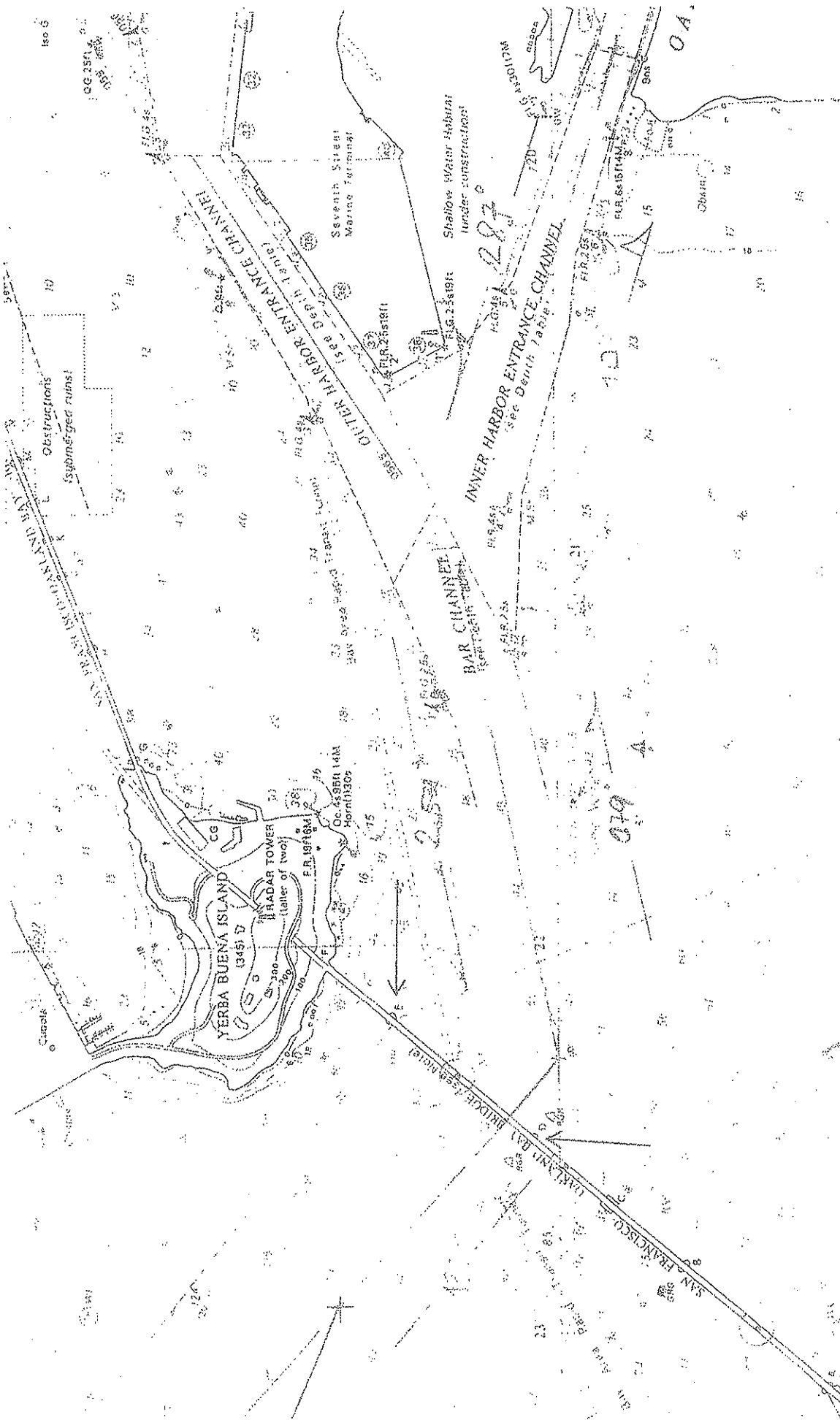
Planning chart - 5508

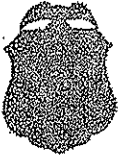
General charts - 4050 - 4053 - 4509

NP 281 Vol. 1 (2)
NP 285 Vol. 6 (5)
NP 285 Vol. 5 (4)
ASD Vol. 8

File as follows:
Vopairt/Waterline

CONCO FUSAN - 0900
Vop: 013W





U.S. COAST GUARD SUMMARY OF STATEMENT FORM

(Please Print Clearly)

Witness Name: WANG HONG ZHI Employer Name: _____
 Street Address: _____ Employer Address: _____
 City/State/Zip: _____ City/State/Zip: _____
 Phone No: _____ Phone No: _____
 Position: 3RD MATE License/Doc. # _____

11/7/07
 Time of incident 3rd Mate at THROTTLES
 sometimes goes to bridge wing to view traffic
 reports back to Pilot - only while at berth
 also does chart work when time allows
 NO ACTUAL FIRES TAKEN DUE TO DOWN 3 TIMES
 AT ONCE. Primary job was to do engine
 throttle orders from Captain.

11/8/07

- 2ND MATE LAY TRACK LINE DOWN PRIOR TO DEPARTURE
- APPROXIMATE POSITIONS FROM GPS
- did NOT REPORT - original trackline just for
 reference. 200 yds w/ reasonable limits w/ that situation
- While ship is up/w just maintains throttle
 control of engine w/ occasional GPS checks.
- All systems normal during entire evolution.

(OPTIONAL): I, the undersigned, have read the above summary of my statement and verify that it is complete and accurate:

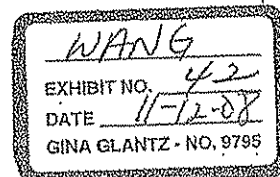
王宏志
 SIGNATURE OF WITNESS

11/7/07 & 11/8/07
 DATE OF INTERVIEW

The above (and, if applicable, continuation page(s)) is an accurate and true summary of my interview with the above named witness.

[Signature]
 SIGNATURE OF INVESTIGATOR

11/7 & 11/8/07
 DATE OF INTERVIEW





持证人签名

SIGNATURE OF THE HOLDER

王宏志
WANGHONGZHI

签发机关:
ISSUED BY



签发日期: 2000年 6月 1日
DATE OF ISSUE

姓名 NAME 王宏志 WANGHONGZHI

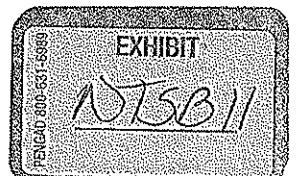
性别 SEX 男 MALE 出生年月日 DATE OF BIRTH 1977.12.12

出生地点 PLACE OF BIRTH 安徽 Anhui

家庭地址 ADDRESS 安徽省太和县苗集镇王营
WANGYING CUN, MIAOJI TOWN.

行政村
TAIHE COUNTY, Anhui PROVINCE
P. R. CHINA

居民身份证号码: 342123771212693
IDENTITY CARD NO:



BA712

《船员服务簿》是记录船员本人的服务资历、参加有关专业训练和体格检查情况的证件，是船员申请考试、办理职务签证和换领船员职务证书的证明文件之一。

船员上船任职或解职离船，均须由船长在《船员服务簿》的相应栏目内逐项认真填写，并由船长签字。

持有《船员服务簿》的每个船员，应在每二十四个月至三十六个月的期限内，去《船员服务簿》的签发机关办理一次签证。

《船员服务簿》的各项内容，都必须准确无误，不得谎报或涂改。

《船员服务簿》由船员本人妥善保管，如果丢失，应尽快向原签发机关提交书面报告。

中华人民共和国港务监督局
一九八五年一月

中华人民共和国
THE PEOPLE'S REPUBLIC OF CHINA

船员服务簿
SEAMAN'S RECORD BOOK

编号:
NO:

9930109356

中华人民共和国
THE PEOPLE'S REPUBLIC OF CHINA

《船员服务簿》是记录船员本人的服务资历、参加有关专业训练和体格检查情况的证件，是船员申请考试、办理职务签证和换领船员职务证书的证明文件之一。

船员上船任职或解职离船，均须由船长在《船员服务簿》的相应栏目内逐项认真填写，并由船长签字。

持有《船员服务簿》的每个船员，应在每二十四个月至三十六个月的期限内，去《船员服务簿》的签发机关办理一次签证。

《船员服务簿》的各项内容，都必须准确无误，不得谎报或涂改。

《船员服务簿》由船员本人妥善保管，如果丢失，应尽快向原签发机关提交书面报告。

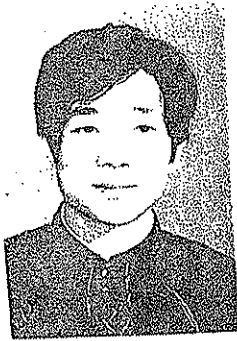
中华人民共和国港务监督局
一九八五年一月

船员服务簿
SEAMAN'S RECORD BOOK

编号: 1018
NO: _____

BA0000002197

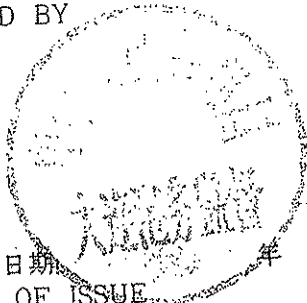




持证人签名
SIGNATURE OF THE HOLDER

孙茂才

签发机关:
ISSUED BY



签发日期: _____ 年 月 日
DATE OF ISSUE

姓名 孙茂才 SUN MAO CAI
NAME

性别 男 出生年月日 1960.3.
SEX Male DATE OF BIRTH

出生地点 辽宁
PLACE OF BIRTH Liaoning








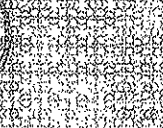
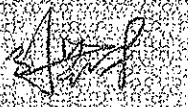
家庭地址 大连市中山区
ADDRESS





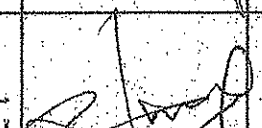
七十七号

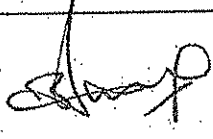

居民身份证号码:
IDENTITY CARD NO: _____

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船舶所有人 SHIPOWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职务 GRADE / RANK	船长 (或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIPOWNER)	船公司核准 (盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
银丰轮 Liao Dong Shipping Co., Ltd. SHIP 7500	20-10-1988 20-10-1988 大连	20-10-1988 1988	驾助		
Liao Dong Shipping Co., Ltd. SHIP 7500	22-11-89 大连	22-5-90	三付	文小(2)10	
Liao Dong Shipping Co., Ltd. SHIP 7500	90.6.6 大连	90.12.29 大连	三付	王福刚 M.V. SHENG YUAN	
Liao Dong Shipping Co., Ltd. SHIP 7500	1991.1.11 大连	20/8-92 14/2-92 DALIAN	三付	王福刚 Master	
Liao Dong Shipping Co., Ltd. SHIP 7500	14/2-92 DALIAN	20/8-92 DALIAN	三付	王福刚	

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船舶所有人 SHIPOWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职务 GRADE / RANK	船长(或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIPOWNER)	船公司核准(盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
SHENG YUAN	2/18-92 DALIAN	5/19-92 DALIAN	c/o		
SHENG YUAN	18/9-92 大连	5/10-93 大连	c/o		
盛荣公司 盛荣轮 GT 240 HP 6600	18/3-94 大连	5/11/94-95 DALIAN	二付		
LIAONING PROVINCE STEAMSHIP CORP. M. V. SHENG RONG GT 4026 BHP 5600	7/4-94 大连	7/4-94 大连	二付		
LIAONING PROVINCE STEAMSHIP CORP. M. V. SHENG RONG GT 4026 BHP 5600	7/4-95 大连	7/8-95 大连	c/o		

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船舶所有人 SHIPOWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职 务 GRADE / RANK	船长 (或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIPOWNER)	船公司核准 (盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
	17/12-95 大连	24/9-96 天津	大付		
M.V. SHENG LAI 9751 GRT: 6580 HP: 8000	20/9-96 厦门	28/8-97 天津	大付		
STEAMSHIP LINE XUAN 63 BHP	2/9-98 大连	23/8-97 天津	大付		
M.V. MANDARIN GRT: 17774 HP: 9300	21/7-99 大连	2000.6.17 大连	CAPT.		
M.V. ASEAN PREMIER P.O.R. SINGAPORE OFF. NO. 388531 CALL SIGN. NQV. GRT: 6766	16 SEP 00 Singapore	13/9/00 BKK	CAPT.		

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船东 SHIP OWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职务 GRADE / RANK	船长 (或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIP OWNER)	船公司核准 (盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
M/V EDEN GRT: 73016 NRT: 44676 SHIPAN 16200	06 SEPT 01 GUANG ZHOU	25/ AUG 02 ZHANG JIANG	CAPT.		
m/v Allaemon River Hong Kong Call Sign VFYH5 Off No HK-0963 IMO No 9068760 01122147	03/MAR.03 MARIANA	07 DEC. 03 DOMINGO	CAPT.		
THE STERILE SINGAPORE CALL SIGN: S6JM OFFICIAL No. 387312 G.R.T.: 35520 N.R.T.: 24567 S.M.R.: 11800	26/JAN.04 DUBAI		CAPT.		
NEW SUSPICIOUS 3FZW6 G.T.: 36584 H.P.: 9800	23. NOV. 04 YOKOHAMA	27. MAY. 05 ZHOU SHAN	CAPT.		

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船舶所有人 SHIPOWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职务 GRADE / RANK	船长 (或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIPOWNER)	船公司核准 (盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
MATERRA BUCKING PORTLAND 7501K GRT 18700 HP	6. Aug. 05 ROTTERDAM 11-DEC-05	11. DEC. 05 SLOBOANAROF	CAPT.		
SHIPLINE 4 OFF. NO.: 327778 P.O.R.: KUCHING T. 5613 N.T.: 2310	1. Aug. 06 MIRI	15 JUN 07 MIRI	CAPT.		

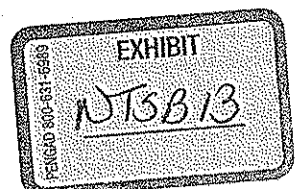
BA712

船名 SHIP'S NAME 总吨和主机马力 GROSS TONNAGE AND HORSEPOWER 船舶所有人 SHIPOWNER	上船任职 日期和地点 DATE AND PLACE OF ENGAGEMENT	解职离船 日期和地点 DATE AND PLACE OF DISCHARGE	职务 GRADE / RANK	船长 (或船东) 签章 SIGNATURE OF CAPTAIN (OR SHIPOWNER)	船公司核准 (盖章) EXAMINATION OF SHIP'S COMPANY (STAMP)
M/V RICKMERS SEOL IMO 9244556 GRT 23119 P 15785 kW LIMASSOL	22 ND APRIL 2003 SHANGHAI	14 TH NOV. 2003 SINGAPORE	DECK CADET		
M/V "RICKMERS NEW ORLEANS" V77F2 . IMO 9253165 GRT 23119 P 15785 kW MAJURO	05 TH MARCH 04 SHANGHAI	24 TH NOV. 2004 SHANGHAI	DECK CADET	Capt. H. K. W.	
M/V PEARL RIVER 48119 GRT 25791 P 7800 kW DNEPRO-BUGSKY	27. DEC. 2005 SHANGHAI	22 AUG. 2006 SINGAPORE	3 RD OFF.		
M.V. ALGERIAN EXPRESS IMO NR. : 9108221 CALL SIGN : VRAA3 GRT : 13,000 NRT : 0,451 BHP : 9,950	12 Sep 2006 SHANGHAI	31ST MAR 07 SHANGHAI	3 RD OFF.	M.V. ALGERIAN EXPRESS 	



SECTION – 1

GUIDANCE TO MASTERS AND NAVIGATING OFFICERS





SECTION 1

GUIDANCE TO MASTERS AND NAVIGATING OFFICERS

1.1 GENERAL

1.1.1 The PRIME RESPONSIBILITY of every member of the Ship's Company will always be for the safety of the personnel, for the safety of the vessel and for the safety of the cargo. All other considerations of programme, expediency, or commercial requirements will subordinate to this PRIME RESPONSIBILITY.

The Master is entirely responsible for the safe navigation of the ship and only in cases of illness or other circumstances which prevent him from carrying out his duties may this responsibility be deputed to another Officer. In such an instance the appropriate log-book entries must be made, the Head Office informed immediately.

1.1.2 By far, the most important contributory cause of navigational accidents is human error, where information needed to prevent such accidents was available to those responsible for the navigation of the ships concerned. Such accidents happen because one person makes the sort of mistakes to which all human beings are prone, which makes it imperative that a navigational procedure be constantly used so that such human errors are detected before an accident occurs.

1.1.3 To assist Masters and Navigating Officers to appreciate and reduce these risks, the following steps must be taken :

1. Ensure that there is a systematic bridge organization that provides for :

1) Comprehensive briefing of all concerned with the navigation of the ship,



- 2) Close and continuous monitoring of the ship's position ensuring, as far as possible, that different means of determining position are used to check against error in any one system,
 - 3) Cross-checking of individual human decisions so that errors can be detected and corrected as early as possible,
 - 4) Information available from plots of other traffic to be used carefully to ensure against over-confidence, bearing in mind that other ships may alter course and speed.
2. Ensure that optimum and systematic use is made of all information that becomes available to the navigation staff.
 3. Ensure that the intentions of a Pilot are fully understood and acceptable to the ship's navigational staff.

1.1.4

Officers of the watch should be in no doubt whatsoever as to what action the Master expects them to take. To achieve this end, Master should include in their "Standing Orders", among other instructions, a clear instruction to cover matters such as :

- 1) Calling the Master,
- 2) Reducing speed in the event of restricted visibility, or other circumstances,
- 3) Posting of lookout(s),
- 4) Manning the wheel,
- 5) The use of largest scale charts and navigational aids such as Echo Sounder, Radar, etc.,
- 6) An established drill for changing-over from automatic to manual steering and, if applicable, change-over from hydraulic to electric steering and vice versa,



7) the provision of additional watch-keeping personnel in special circumstances, e.g. heavy traffic, restricted visibility, etc.

1.1.5 Masters "Standing Orders" must be supplemented by a "Bridge Order" or a "Night Order" book to cover specific situations which may occur on a watch. (A specimen copy of Master's "Standing Orders" is enclosed as Annex - 5).

1.1.6 It is the responsibility of the Master to ensure that departing officers "hand over" diligently to the in-coming Officers. All newly joined Officers should read, understand and sign the "Standing Orders" and other instructions. It is essential that they know how to set up and operate all appropriate bridge equipment.

1.1.7 In order to ensure proper procedural practices, "Bridge Checklists Nos. 1 to 13" booklet has been compiled and enclosed in Section – 3 of this manual. Masters must ensure that these checklists are used as directed and retained in files on the bridge for inspection by visiting Superintendents or other external Inspectors.

1.2 **BRIDGE ORGANIZATION**

The primary objective of any bridge organization is to ensure the safe navigation of the ship under all circumstances. To achieve this, the basic requirements are :

- Procedures for detailed planning of the ship's navigation
- Contingency planning
- clear identification of the responsibilities, duties and the role of each team member
- comprehensive team briefings
- cross-checking of all decisions and their implementations
- effective use all relevant material



- effective monitoring of the ship's position using all available resources
- ensuring that the Pilot's intentions are fully understood and acceptable to the Bridge Team.

1.2.1

THE BRIDGE TEAM

All ship's personnel who have bridge navigational watch duties will form part of the Bridge Team. The Master and Pilot(s), as necessary, will support the team, which will comprise of the Officer of the watch, a helmsman and lookouts as required.

It is important that the Bridge Team works together closely, both, within a particular watch and across watches, since decisions made on any one watch may have an impact on another watch.

The Bridge Team also has an important role in maintaining communications with the engine room and other operating areas on the ship, for example personnel standing by on the forecastle or poop deck for stations.

The number of persons in a Bridge team varies from different circumstances, as described below :

1. At sea, open waters and in good visibility
 - (i) Officer of the watch
 - (ii) Lookout man*

(*Please refer section 1.4.2.5, paragraph 3)



2. At sea, in restricted visibility (In Open Waters)
 - (i) Master
 - (ii) Officer of the Watch
 - (iii) Lookout man(Note: If circumstances required, Helmsman shall be posted in addition to Lookout man.)
3. At sea, in restricted visibility (Other than in Open waters)
 - (i) Master
 - (ii) Officer of the Watch
 - (iii) Lookout man
 - (iv) Helmsman
4. Arrival / Departure ports, and / or in congested waters
 - (i) Master
 - (ii) Officer of the Watch
 - (iii) Lookout man
 - (iv) Helmsman
5. Pilotage waters
 - (i) Master
 - (ii) Pilot
 - (iii) Officer of the watch
 - (iv) Lookout man
 - (v) Helmsman

Open Waters:

For above guidelines, the definition of "open waters" shall be taken as:

- I. Vessel must be outside continental shelf.
- II. Vessel to be at least 50NM away from the nearest land.

Notwithstanding the above definition, following sea areas are not considered as "Open Waters":

- i. Mediterranean Sea
- ii. Red Sea
- iii. Black Sea
- iv. North Sea
- v. Baltic Sea
- vi. Taiwan Strait
- vii. Normal shipping route between Singapore and Japan.

Based on above guidelines, the Master shall prepare a "Bridge Team" for his vessel using the sample format given in annex-6 and same shall be displayed in the wheelhouse. A copy of above shall be also attached to the "Passage Plan".



1.2.2 THE BRIDGE TEAM AND THE MASTER

It should be clearly established and understood that the Master has the overriding authority and responsibility to make decisions with respect to safety and pollution prevention. The Master should not be constrained by a ship owner or a Charterer from taking any decision which in his professional judgment, is necessary for safe navigation, in particular in severe weather and in heavy seas.

The Bridge Team should have a clear understanding of the information that should be routinely reported to the Master, of the requirements to keep the Master closely and fully informed, and of the circumstances under which the Master should be called.

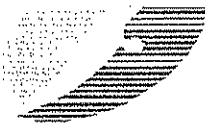
The Officer of the watch must not construe that he has been relieved of his responsibilities by the mere presence of the Master on the bridge. If the Master decides to take over control of the bridge from the Officer of the watch, it must be conveyed in a clear and unambiguous manner.

1.3 PASSAGE PLAN

1.3.1 GENERAL

1.3.1.1 As per the requirements of STCW 95, "Passage Planning" is mandatory for all vessels and to this end it is vital that all vessels in our fleet comply fully with the requirements in order that safety of navigation is enhanced and at the same time, the rules are complied with. A sample Passage Plan has been enclosed as Annex – 6 of this Manual.

1.3.1.2 The Master should ensure that a plan for the intended voyage is prepared before sailing. This plan should be prepared from "berth to berth" and not "Pilot-station to Pilot-station" as is traditionally being followed. The Passage Plan must then be closely adopted, especially when navigating in coastal / confined waters. Any subsequent changes to the planned route must be made known to all the Watch Officers. In pilotage waters, it may be appropriate to have available a forecast of the times of alteration of course, speed and set expected.



1.5.8 PILOTAGE, PILOTS

When visiting ports where pilotage is compulsory, and ports with which he is unacquainted or where regulations make this necessary, the Master shall employ a Pilot. Master are reminded that even though pilotage may be compulsory, the Pilot acts only as an adviser, the Master being responsible for the ship's safe navigation and for the observance of laws, rules and regulations.

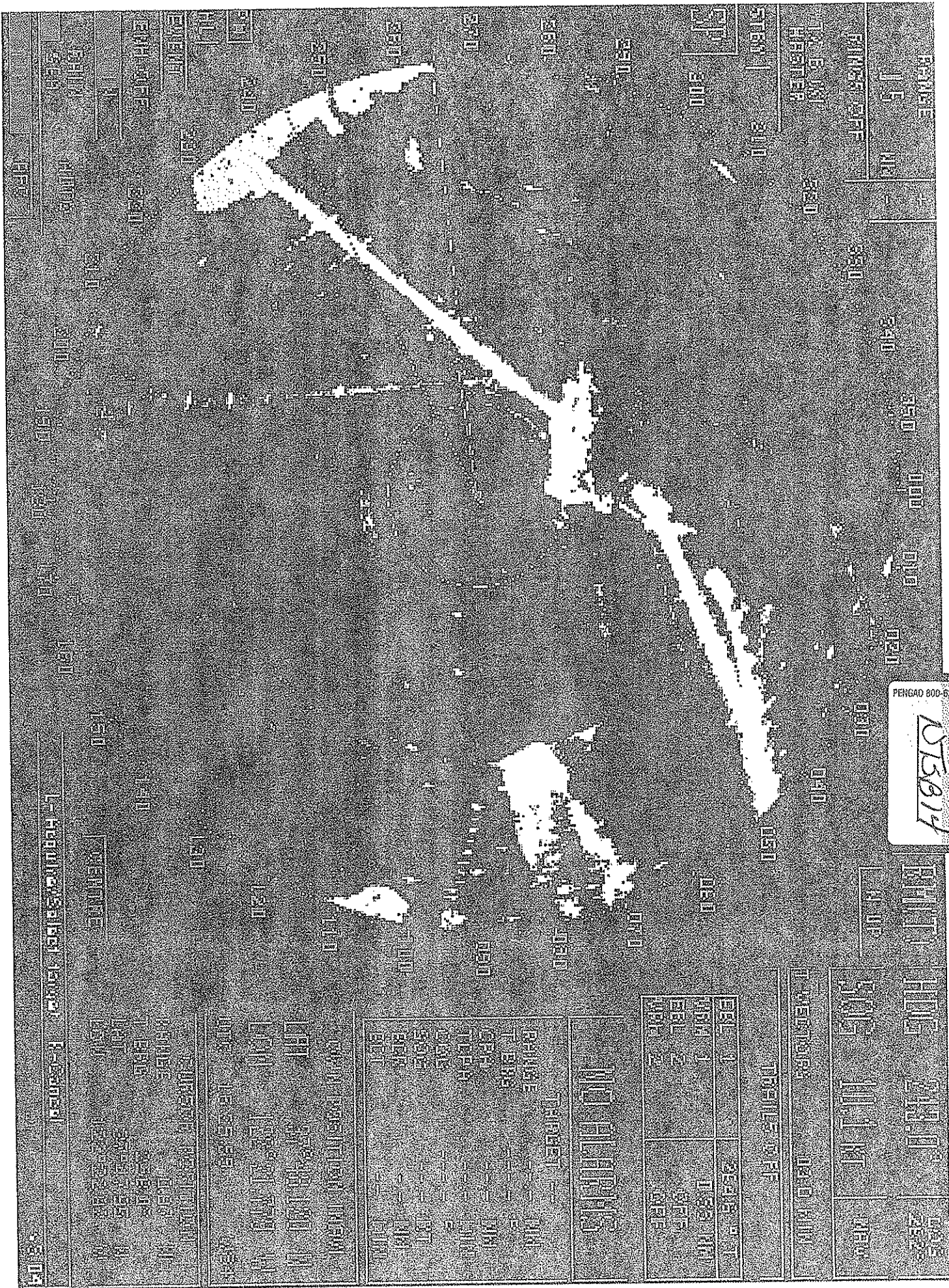
All information with regard to draught, compass error, speed, etc. is to be given to the Pilot, nothing being concealed or withheld. No alcoholic refreshment is to be offered to the Pilot before he takes over duty. Arrangements are to be made for him to receive his meals in the best conditions that circumstances may permit.

Should the Master consider the pilot to be endangering the ship or contravening any law, rule or regulation, he shall reject the Pilot's advice or relieve him of his duties and assume control of the ship himself.

The presence of the Master in the wheelhouse is a stringent requirement so long as the vessel is in pilotage waters.

The contribution which Pilots make to the safety of navigation in confined waters and port approaches, of which they have up-to-date knowledge, requires no emphasis, but it should be stressed that the responsibilities of the ship's navigating Officers do not transfer to the Pilot, and the duties of the Officer of the Watch remain with that Officer.

After his arrival on board, in addition to being advised by the Master for its present condition of loading, the Pilot should be clearly consulted on the Passage Plan to be followed. The general aim of the Master should be to ensure that the expertise of the Pilot is fully supported by the ship's "Bridge Team".



PERGAD 800-637-6889
 EXHIBIT
 D15814

1005	2100	2200
1005	1100	1200

1005	1100	1200
------	------	------

1005	1100	1200
------	------	------

NO. 110000

1005	1100	1200
------	------	------

1005	1100	1200
------	------	------

1005	1100	1200
------	------	------

L. Huguillo, Sabido, J. Lopez, P. Sandoval

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

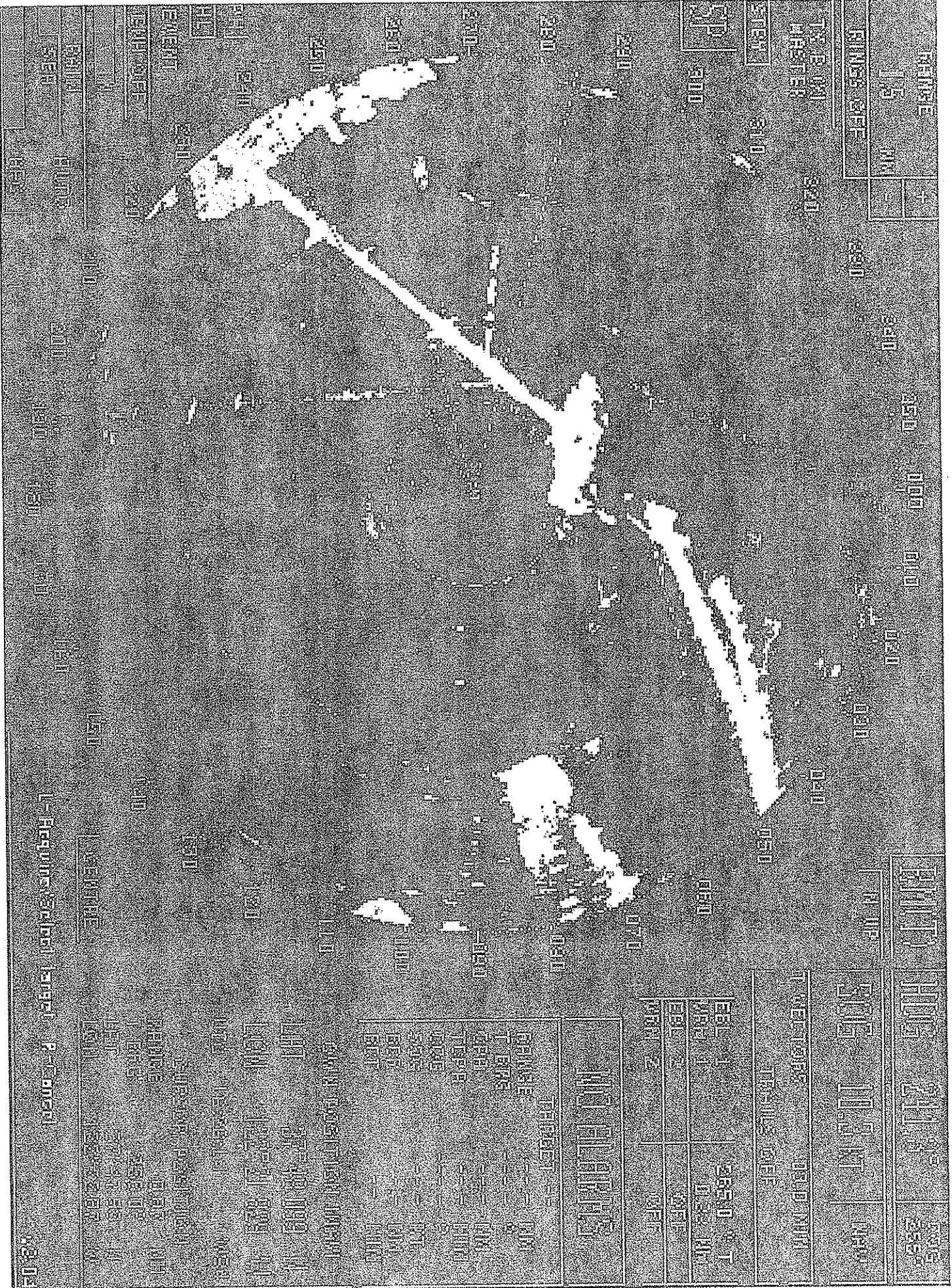
15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15



15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

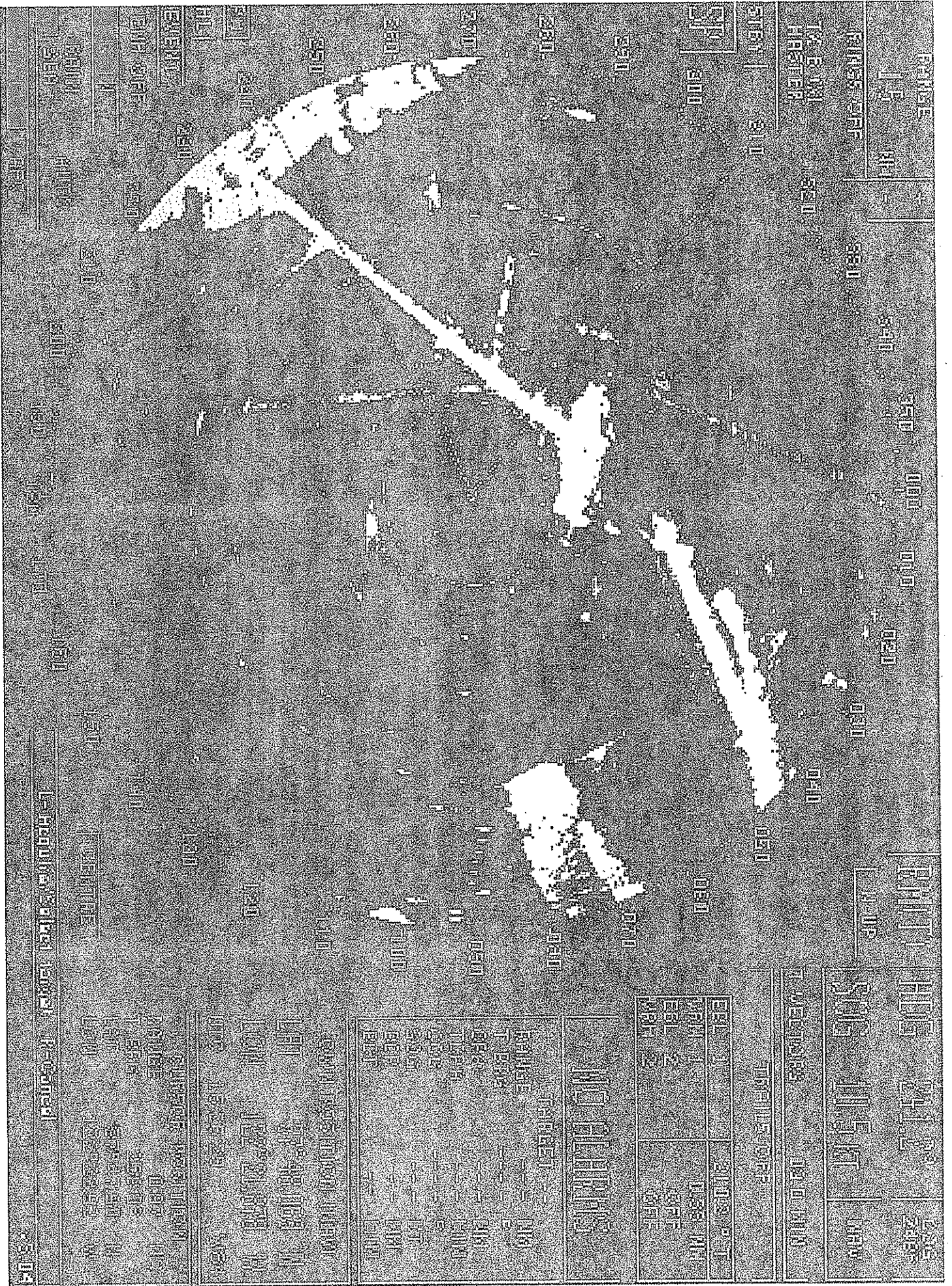
15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15

15
MIN 15



HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

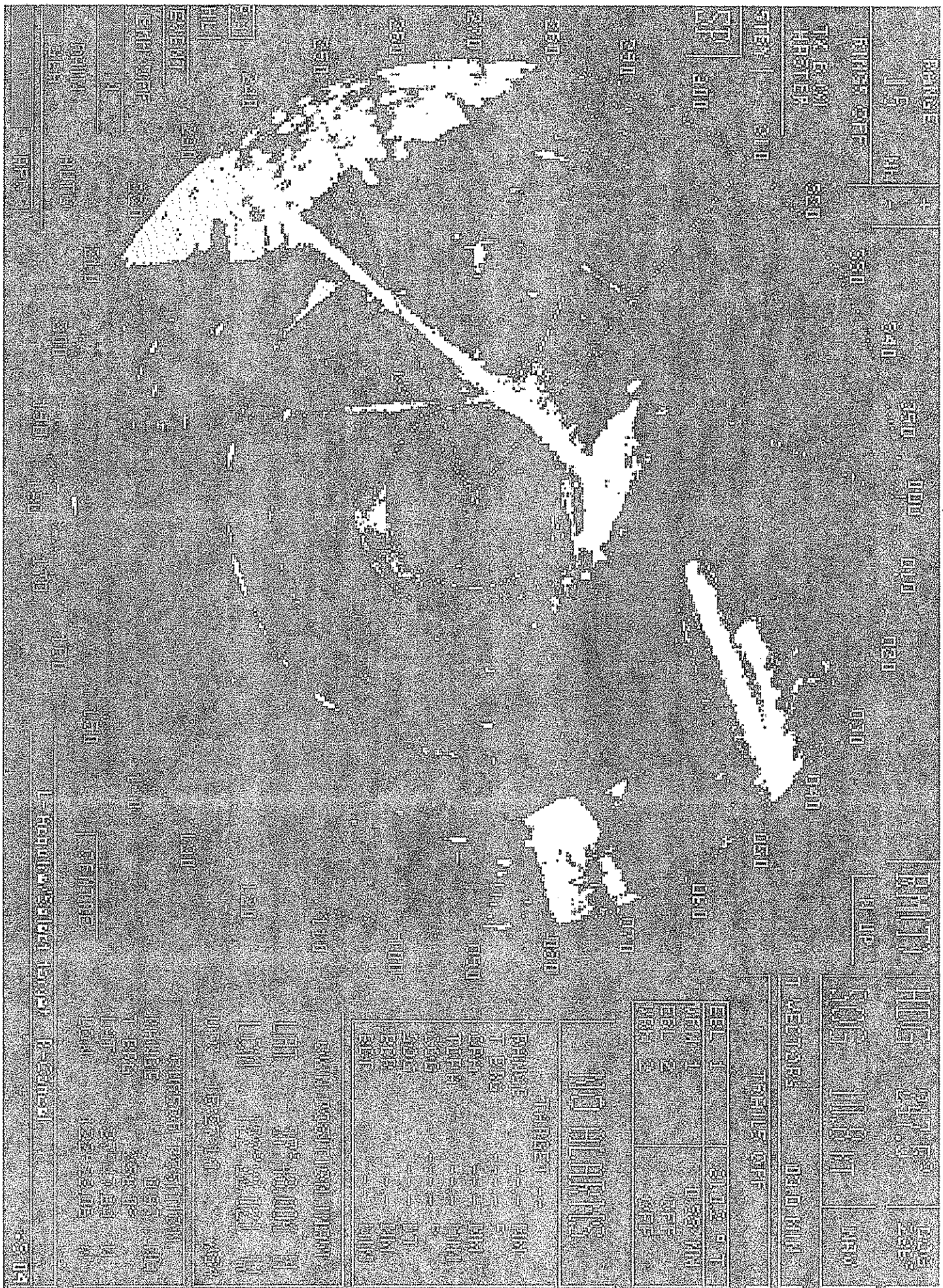
HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000

HAWAIIAN ISLANDS
 1954
 1:50,000
 1:50,000



NO. 1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

1000
1000
1000

C

Report on the
Interview with Captain Sun Mao Cai
mv Cosco Busan
and
Quantification of Bunker Fuel Oil spilled from the Wing Tanks of the
vessel

Allision with the 'D' Tower of the San Francisco Bay Bridge
Wednesday, November 07, 2007

Lieutenant Brian Arnold
Warden Scott Murtha
Capt. Roy M. Mathur

State of California
The Resources Agency
California Department of Fish and Game
Office of Spill Prevention and Response

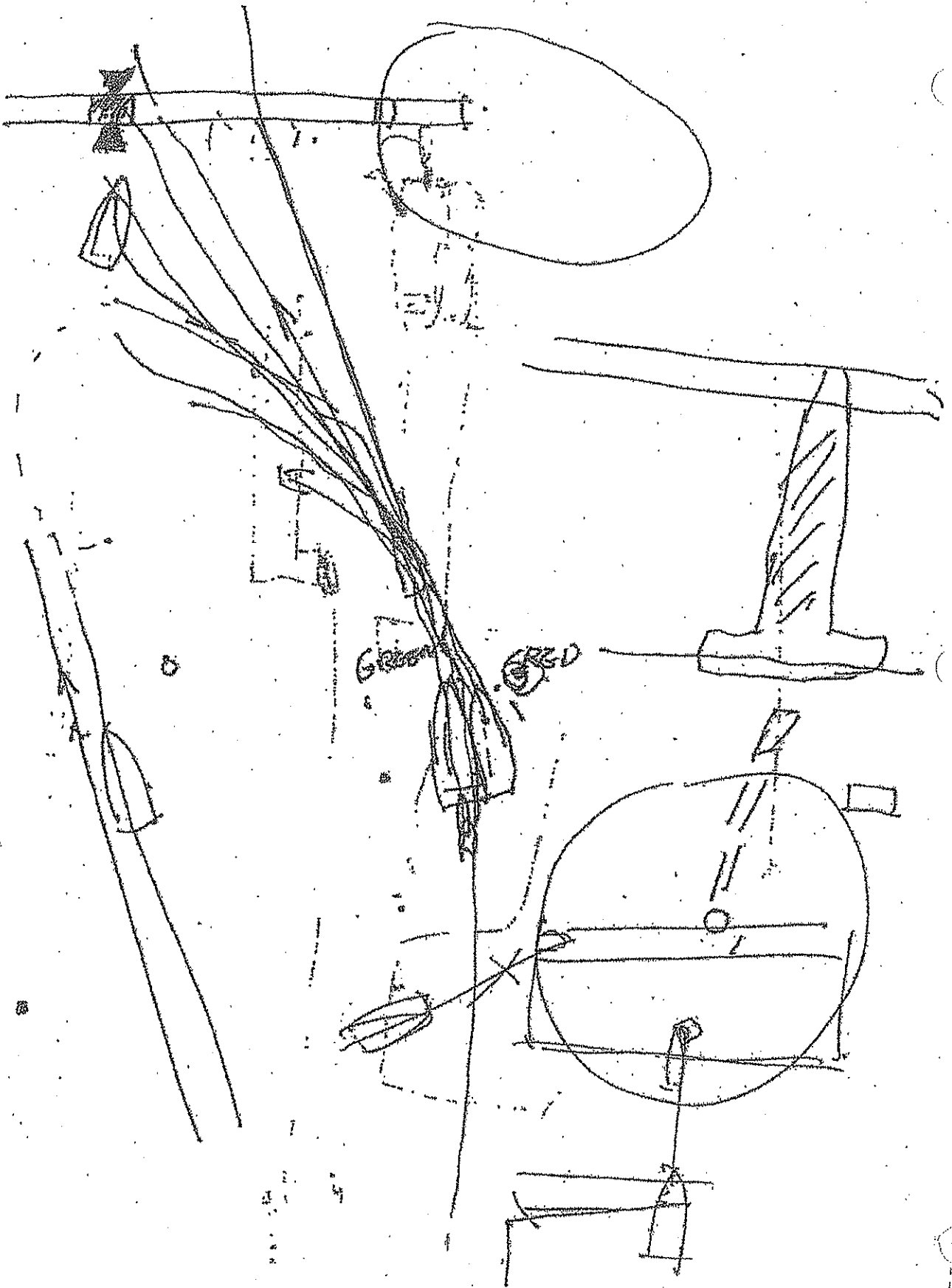
November 2007

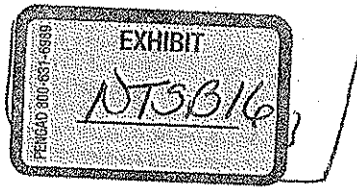
SUN
EXHIBIT NO. 72
DATE 11/13/08
GINA GLANTZ - NO. 9795

1

EXHIBIT
NTSB 15
FEB 08 800-531-6585

Fleet-01235





Fleet Management Ltd.

Date : 1 – Jun - 2001

Revision : 0

On the other hand, it may be necessary to do the best possible speed in order to catch a tide and avoid eight hours or more delay. The Master should liaise closely with the agents/Charterers in this regard and all communications should be documented.

Arrival, taking the above into consideration, should also be adjusted to avoid overtime charges by Port personnel and ship's crew, and harbour dues, which may be incurred if the vessel lies idle.

The following factors shall also be taken into consideration :

1. Weather in the approaches, i.e. fog, ice, storms.
2. Tide
3. Traffic and delays to be encountered waiting for a berth, Pilot, terms of Charter Party, if any, canceling date, turns for berth, etc.

1.5.10

NAVIGATING IN RESTRICTED VISIBILITY / FOG

When navigating in fog or other such conditions of restricted visibility, it is the Master's responsibility to ensure that the vessel complies fully with the COLREGS. The Company does not wish their ships unduly delayed, but still less do they wish them to be damaged. A few hours gained will not compensate for weeks of repair work. The Company relies on their Masters to navigate prudently in restricted visibility.

In fog or other conditions of restricted visibility, Master should ensure that the vessel proceeds at SAFE SPEED. On "stand-by" being given, the clocks of the bridge and engine room are to be checked and engine movements recorded in the bell books. During fog, the Master will remain on the bridge.

Radar is only to be used as an aid, and is not to be considered infallible, which it certainly is not. In fog, either the Chief or Second Engineer is to be in the engine room with at least one other Engineer Officer. If the fog is of long duration, they will keep six-hour watches.